

**Amendments to the Specification**

Please replace the paragraph starting with “A rotary shaft 31” beginning on page 10, line 20, with the following amended paragraph:

A rotary shaft 31 is rotatably supported in the cylinder blocks 11A and 11B. The rotary shaft 31 is inserted into a front accommodation hole 32A and a rear accommodation hole 32B that respectively extend through the center of the cylinder blocks 11A and 11B. Namely, the rotary shaft 31 is slidably supported by the cylinder blocks 11A and 11B in the front and rear accommodation holes 32A and 32B. A through hole 33 extends through the front valve port assembly 12A and the front housing 13. The front end portion of the rotary shaft 31 protrudes to the outside of the front housing 13 through the through hole 33 and is operationally connected to an engine Eg for driving ~~being driven by the engine Eg~~ of a vehicle. A shaft seal member 34 is arranged between the front housing 13 and the rotary shaft 31 in the through hole 33.

Please replace the paragraph starting with “According to the preferred embodiment,” beginning on page 19, line 18, with the following amended paragraph:

According to the preferred embodiment, following advantageous effects are obtained.

(1) In the preferred embodiment, the first and second passages 57A and 57B are separately defined in the shaft chamber 45 in the rotary shaft 31. Thus, the refrigerant gas is separately introduced into the front suction communication passage 48A from the suction chamber 22 through the first passage 57A. The refrigerant gas is also separately introduced into the rear suction communication passage 48B from the suction chamber 22 through the second passage 57B. The rear end portion 56a of the partition wall 56 is located in the rearward of the front end position P of the communication part where the

rear suction communication passage 48B and the second passage 57B communicate. In other words, the separation point of the first and second passages 57A and 57B for separately flowing the refrigerant gas flow from the suction chamber 22 to the front and rear compression chambers 40A and 40B is located in the rearward of the front end position P of the communication part. Thus, the refrigerant gas that is introduced from the suction chamber 22 toward the front suction communication passage 48A in the first passage 57A is prevented from being introduced into the rear suction communication passage 48B because the rear end portion 56a of the partition wall 56 is located in the rearward of the position P. In addition, the cross sectional area of the first passage 57A is consistently larger than that of the second passage 57B along the rotational axis L. Thereby, the refrigerant gas is sufficiently introduced into the front suction communication passage 48A, that is, the front compression chambers 40A. It substantially avoids the decrease in volumetric efficiency or the increase in compression ratio due to the decrease in the pressure of the front compression chambers 40A caused by an insufficient amount of the refrigerant gas introduced into the front compression chambers 40A. The increase in the compression ratio causes the temperature of the discharged refrigerant gas in the front discharge chamber 21A to rise. Namely, as a sufficient amount of the refrigerant gas is introduced into the front compression chambers 40A through the front suction communication passage 48A, the compression ratio does not relatively increase, and the temperature of the discharged refrigerant gas in the front discharge chamber 21A does not relatively rise. Therefore, thermal load is reduced on the seal members 19 placed between the front housing 13 and the front cylinder block 11A, and the life of the seal members 19 is extended.

Please replace the paragraph starting with “(2) The first passage 57A” beginning on page 21, line 15, with the following amended paragraph:

(2) The first passage 57A is longer than the second passage 57B. Thus, ~~assuming that if~~ the cross section of the first passage 57A ~~is were~~ substantially the same as that of the second passage 57B, resistance of the refrigerant gas flow in the first passage 57A ~~is~~ would be larger than that in the second passage 57B. Namely, based upon the above conditions, the amount of the refrigerant gas introduced into the front suction communication passage 48A of the front rotary valve 50A ~~is will be~~ smaller than that into the rear suction communication passage 48B of the rear rotary valve 50B. However, since the cross section of the first passage 57A is larger than that of the second passage 57B in the present preferred embodiment, ~~and~~ the resistance of the refrigerant gas flow in the first passage 57A and the second passage 57B is substantially equalized, so that the amount of the refrigerant gas introduced into the front and rear compression chambers 40A and 40B is also substantially equalized.

Please replace the paragraph starting with “(4) In the shaft chamber 45” beginning on page 22, line 16, with the following amended paragraph:

(4) In the shaft chamber 45 of the rotary shaft 31, the cylindrical inner space of the cylindrical partition wall 56 forms the first passage 57A, and the outside surface of the cylindrical partition wall 56 partially forms the second passage 57B. Thereby, the first passage 57A is surrounded by the second passage 57B in the rotary shaft 31. The refrigerant gas introduced into the front compression chambers 40A is less thermally affected by the temperature of the outside of the rotary shaft 31 than the refrigerant gas introduced into the rear compression chambers 40B while the refrigerant gas moves in the first passage 57A. Therefore, the temperature of the refrigerant gas introduced into the front compression chambers 40A is prevented from rising so that the volumetric efficiency is not lowered.

Please replace the paragraph starting with “Besides, the cylindrical partition wall 56” beginning on page 23, line 17, with the following amended paragraph:

Besides, the cylindrical partition wall 56 is inserted into the shaft chamber 45 of the rotary shaft 31 to divide the shaft chamber 45. ~~Even though~~ Although the cross section of the first passage 57A is different from that of the second passage 57B, since the axis of the cylindrical partition wall 56 ~~easily~~ coincides with the rotational axis L of the rotary shaft 31 due to the same cylindrical structure. ~~Thereby~~, it is easy to appropriately maintain a rotational balance of the rotary shaft 31.

Please replace the paragraph starting with “However, in the present preferred embodiment,” beginning on page 24, line 18, with the following amended paragraph:

However, in the present preferred embodiment, the front and rear lubricating holes 51A and 51B communicate with the second passage 57B. Thereby, the refrigerant gas in the crank chamber 36 is ~~hard to~~ substantially prevented from entering into the first passage 57A. As a result, ~~it is hard~~ the refrigerant gas in the crank chamber 36 substantially fails to thermally affect the refrigerant gas in the first passage 57A by the ~~refrigerant gas in the crank chamber 36~~, and the temperature of the refrigerant gas discharged from the front compression chambers 40A is prevented from ~~excessively~~ rising.